

Financial.

list of Applications will open on Monday, November 4th, and close on or before Wednesday, November 6th. The bonds will be issued on Friday, November 9th. A SIX PER CENT FIRST MORTGAGE RAILWAY BOND WITH DOUBLE SECURITY. Principal and interest payable in gold.

Simultaneous issue in England and America.

THE SILVER SPRINGS, OCALA AND GULF RAILWAY COMPANY OF FLORIDA. Gold bonds authorized \$3,000,000, say \$1,000,000 of which about \$200,000 have been taken by the trustees, directors, and their friends. The remaining \$2,800,000 will be taken in America, and the bonds simultaneously in England and America at par and accrued interest, from July 1st to November 1st, payable as follows:

On application	\$300 00	or	\$24 17 10
December 15th	\$300 00	or	\$24 17 10
February 15th 1890	\$300 00	or	\$24 17 10

\$1,000 00 \$120 00

The interest is at 6 per cent per annum, payable in gold half-yearly, on the 1st January and 1st July of each year; payable at the Company's office, 56 Wall-st., New York, or at its agency in London; the next coupon is payable on the 1st of January, 1890, and interest on the deferred payments from November 1st, will be deducted therefrom.

The bonds may be paid off in full on payment, in which case will draw the interest on the coupon date, and the amount will be made strictly according to priority of application.

TRUSTEES:
Colonel Stephen Van Rensselaer Cruger (Director Illinois Central Railways), Esq.; Messrs. A. P. & W. Man, 50 Wall-st., and 50 Pine-st., New-York; New-York, A. C. Quarles, Esq., 56 Wall-st., New-York; James T. Van Rossem, Esq., 20 Broad-st., New-York; F. Fenwick Taylor, Esq., 56 Wall-st., New-York; E. Walter Agnew, Esq., 400 Florida, Florida; James G. Gardner, Esq., 120 Broadway, New-York.

BANKERS:
Central Trust Company, 54 Wall-st.
Metropolitan National Bank, 42 Wall-st.
SOLICITORS:
Messrs. Alton P. & W. Man, 50 Wall-st., New-York.
OFFICES:
56 Wall-st., and 50 Pine-st., New-York, and Ocala, Florida.

Total share capital authorized \$2,500,000

of which \$1,000,000 has been taken up, and the remainder has been issued in America, and the balance is to be issued to the contractors in part payment for completing the line.

The bonds are payable, both principal and interest, in gold.

This railway opens an extremely rich and attractive property of the Gulf Coast of Florida to the greatest route of travel and commerce, and will be of great value to the country to the difference of conveyance, the natural resources of this region have been scarcely drawn upon.

The entire route is a level one, and the soil is extremely light and sandy, with high and undulating, free from swamps, and rich in soil and natural products.

The land on either side of the rail road is capable of yielding highly

productive returns for cultivation.

The total length of the line is 210 miles, of which 52 miles have been completed, and are in operation, the remainder being partly to be constructed by the contractors being partly done, so that the whole 210 miles can be finished and in operation within eighteen months.

At the present time, the line will connect with the Jacksonville, Tampa and Key West Railway, to Jacksonville and northward and also southward to the White Rail road to the Halifax River and the Atlantic coast; also with the Astor Rail road to St. Augustine, also with the Jacksonville and Peabody Rail road, now building on the line of the old Peabody River, and it will have a connection with the Gulf Canal by the ocean line up to the south through Silver Springs, Ocala, to Homosassa, and thence south to Mullet Key; the part from Ocala to the Gulf canals Homosassa being that distance, and it will have connections with all roads to all points northeast and northwest, and also with the Southern Lake region and the interior of Southern Florida.

Ocala is the principal city of Marion County, which is nearly in the center of the State, and so situated geographically that it is the principal market for the products of this State and indeed for Homosassa.

It is remarkable for the character and variety of its attractions, and from its situation is a most propitious point for the development of a great industrial and commercial center, but is an important centre of business and trade for the middle Gulf coast.

The southern part of the line passes through the state of Florida, and has a fine road, with large blocks of oak, magnolia, live and palmetto, which cover the slopes towards the Gulf. There are also large areas of pine woods, and the climate is very healthy.

The district is noted for the equability of the temperature, the salubrity of the climate, and the productiveness of the soil.

The bonds are secured by a first and only mortgage on the entire railway, with its equipment, franchises, &c., and the trust deed provides that no more than fifteen thousand dollars of bonds can be issued per mile of completed railway.

The railway has a special advantage for land grants, as the cost of the amount of land given for each mile of land of the railway is not altogether contiguous in the line, but includes some special lands.

This Act granting the land provides "that all of the lands granted by this Act, or their proceeds shall be applied to the construction, equipment, and operation of said railway, and the trust deed provides that no more than fifteen thousand dollars of bonds can be issued per mile of completed railway."

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